

GERMAN RETREAT THREATENED; MEN OF U.S.S. SAN DIEGO LAND

French and Americans Are Pushing Wedge Into Western Side of German Salient Between Aisne and Marne Taking Thousands of Prisoners

ENEMY ALSO BEING SWEEPED BACK SOUTH OF THE MARNE RIVER

(By the Associated Press.)

Paris, July 20.—French and American troops are continuing their advance between the Aisne and the Marne, according to an official statement issued by the war office to-day. The allied advance has reached the line of Vierzy, beyond the wood of Mauloy, east of Villers-Helon and Neuilly-St. Front.

South of the Marne the French have thrown back the enemy between Fossey and Oeuilly and have retaken ground towards the Marne.

Over the greater part of the line between the Aisne and the Marne, the French and Americans are still pushing eastward. Their most pronounced progress appears to have been chiefly on the more southerly part of the line, the dash in the northern sector having apparently slowed up somewhat.

The allied forces control the plateaus to the southwest of Soissons. This important town, however, still is holding out.

Further south the allied advance has established itself at the village of Vierzy, has passed the Mauloy wood, east of Villers-Helon, and has driven to the towns of Neuilly-St. Front and Licy-Clignon. The capture of Neuilly-St. Front, one of the most important towns in the field of the advance south of the Oureq, was officially announced this morning.

Dispatches state that the fighting to-day was spreading southward toward Chateau Thierry. Indications were, it was said, that a great battle all along the Aisne-Marne line seemed to be impending, the Germans having brought up reinforcements in an effort to stop the steady push of the allies.

South of the Marne there has been a tightening of the defensive arc along the 14½-mile line between Fossey and Oeuilly, where the Germans are fighting with the river at their backs. Attacks by the French last night caused the Germans to fall back still further along the line.

During the fighting early this week, American troops retook Fossey and were mentioned as being engaged in the battle along the heights to the east of that place. They are, therefore, probably engaged in the advance officially reported from Paris. Oeuilly marks the approximate point where the German lines cross the Marne and turn northeast over the rolling hills toward Rheims.

Pursuing its policy of conservatism, the French war office makes no extreme claims of victory along the Aisne-Marne front. The front, as depicted in official reports, leaves the Clignon river near Torcy, runs north through Licy-Clignon and Neuilly-St. Front, turns slightly to the east to Mauloy wood, thence north to Vierzy and up over the higher ground to hills to the southwest of Soissons. There have been reports of allied force being far to the east of this line, but they have not been officially confirmed.

It seems probable that the German line of Soissons has been greatly weakened and it is quite possible that some allied forces are farther east than the positions indicated in the official reports. In the Aisne-Marne drive there appears to be an effort, which is seemingly succeeding, to straighten the front all the way north from the Clignon river, about five miles northwest of Chateau Thierry. The movement does not at present appear to be a great encircling operation. It is rather a methodical push all along the western side of the Soissons-Chateau Thierry-Rheims salient.

As such, it still must be considered a defensive action that is going on. Its character may change to an offensive stroke at any time, but nothing so far officially reported would indicate that General Mangin's advance seeks to do more than relieve the pressure against Rheims.

The advance of the allies south of the Marne, from Fossey to Oeuilly, is significantly reported, may be decidedly significant. The German front is here so extended that it is not improbable that the enemy has begun a retirement from the perilous position into which he had advanced on Monday and Tuesday. It has been pointed out that the situation of the Germans from Chateau Thierry eastward to the point where the line crosses the Marne is dangerous in the extreme. If the Germans really are retreating from across the Marne, the situation is very similar to that which ensued when the Austrian advance across the Piave was checked and the retrograde movement was started.

While Hubby Sleeps.

Miss Mannish—Why can't women have trouser pockets into which to put their hands?

Mr. Batch—They have—the married ones.—Boston Transcript.

BRITISH SMASH ENEMY TWICE

Advance on One-Mile Front
South of Hebuterne,
North of Albert

436 PRISONERS
TAKEN WITH METELEN

Successful Raid Made by the
British Near Beau-
mont-Hamel

London, July 20.—British troops last night advanced their line on a mile front south of the town of Hebuterne, the war office announced to-day.

As the result of yesterday's operation on the Flanders front the British line was advanced along a breadth of 4,000 yards in the Metelen sector. The village of Metelen and a group of buildings southwest of the village, known as Le Waton, now are held by the British troops. The prisoners taken aggregate 436.

A successful raid was carried out by the British near Beaumont-Hamel.

Hebuterne is about midway on the front between Albert and Arras. Beaumont-Hamel is two and one-half miles south of Hebuterne.

SCOUTING AIRPLANE VISITED ENGLAND

Was Driven Back by British Anti-Air-
craft Guns After It Had Crossed
the Kentish Coast

London, July 20.—A German airplane crossed the Kentish coast this morning and was driven back by the fire of anti-aircraft guns, according to an official announcement.

BRITISH SANDBAGS Are Playing an Important Part in War- fare in Italy.

London, July 20.—British sandbags, as well as British soldiers, have played an important part in the recent fighting in Italy. Since last fall, more than three million sandbags have been sent to Italy from this country. Parts of the Italian line, owing to the nature of the soil, had to be above ground, and were built up completely of sandbags, the reason being that near the river, trenches and dugouts could not be constructed, as the water lay within a foot of the ground level.

ONE-MAN LOCOMOTIVES. Are Being Tried Out on the Swedish State Railways.

Stockholm, July 20.—The Swedish state railways have been recently trying a new type of locomotive which is so constructed that it only requires one man to look after it. As the result of the tests the railway authorities have placed an order for one of these oil-burning locomotives.

LESSONS OF THE WAR. American People Are Seeing New Busi- ness Fundamentals.

Necessity is the most effective driver of mankind. It drove the pioneers of this country into habits of industry and thrift that had been largely forgotten when this war began to make its demands upon the people of the United States. Maxims are not in it with necessity when it comes to making people practice the old-fashioned virtues. A coal shortage compelled us to be economical where waste had been the rule, and our lesson in this matter has only begun. Individuals, households and manufacturing establishments are being forced to master essential considerations that had seemed merely reminiscent of simpler days—quite interesting in their way, but not vital to our time. But they have been made so to us now, and we must pay heed or suffer.

Dr. Ira N. Hollis, president of Worcester polytechnic institute, believes a coal shortage to be absolutely certain this year. In figuring this out it is reckoned that the railroads can haul into New England 10,000,000 tons of bituminous coal. The bulk of coal, however, must come by water, and it is estimated that we should get 20,000,000 tons in this way, but such shipment by water need not be expected, because there is not shipping enough to bring it to us. "In three months' time we have fallen behind 700,000 tons of coal each month, a total of 2,100,000 tons. It is estimated that we shall be short 6,000,000 tons by April." Here is necessity homeing large. How are the industries of New England going to meet such a shortage?

Unless we are to see plants shut down the coming winter years must be devised for saving coal. Not theory, but a pressing condition, makes this essential to our well being. Dr. Hollis says, "It is up to every man of business to save every pound of coal he can." This can only be done by the most intelligent and watchful methods. Under the spur of the coal administration manufacturers are busy at their problem. Experts are looking over plants and advising as to the installation and use of modern devices. Heat is to be conserved by cutting off waste, and the unnecessary use of it. More careful firing is being provided for where often little thought had been taken. Necessity holds the whip, and there are no laggards in the effort

ALLIES STILL EXERT A STEADY PRESSURE

(By Associated Press.)

Around Soissons, on the north, the German defense is stiffening and the forward movement apparently is much slower than on Thursday, when the biggest gains of the day were made there. In the center and on the south, however, the allied line has been advanced about two miles, making the average further progress about one and a quarter miles.

Soissons still holds out, although it is believed its fall is certain. The Germans keep their troops south of the Marne, but a withdrawal there becomes more certain as the allies move forward north-west of Chateau Thierry.

General Mangin's advancing line, which had a decided bulge south of the Aisne, is straightening out. On an eight-mile front astride the Oureq and Savieres, in the center, the allies have advanced more than two miles, capturing important heights. Further south the gain from around Neuilly-St. Front to west of Chateau Thierry was not as great, but the Germans lost valuable positions.

Officially, it is declared the Franco-American troops have captured in excess of 17,000 prisoners and more than 360 guns. Unofficial reports in Paris are to the effect that the captures are much in excess of the official estimates. Much material not yet enumerated and many hundreds of machine guns also have been taken.

Berlin, apparently believing the allied offensive is in great strength, tells of the repulse of efforts to break through. Although denying the allies broke through, it admits the German lines have been driven back and it was necessary to throw in large reserves to keep the allies from making a large hole in the German defenses between the Aisne and Marne. No mention is made of American troops.

Elsewhere on the Soissons-Chateau Thierry-Rheims triangle the fighting has died down. The situation here, with the allies holding firmly, depends upon the outcome of the stroke on the west. Berlin's view of the fighting there is that the Germans had to put down strong allied attacks Thursday.

Seemingly, therefore, the Germans have given up further attempts astride the Marne and they have not retreated against the French attack which drove them westward from Montoisville.

Further violent fighting is anticipated in the battle triangle, as it is not improbable the Germans will make every effort to nullify General Foch's strategy and prevent the allies from wiping out the salient between Soissons and Rheims, which becomes more gravely endangered as the French and Americans move forward. The German offensive began Monday is in a bad way and the enemy will make furious attempts to save the reputation of the crown prince, already seriously marred by the successful allied counter blow. Berlin says 20,000 prisoners were taken in the four days beginning Monday.

In a brilliant local operation in Flanders Scottish troops have occupied Metelen, which is on a height commanding a part of the Lys valley. They took 300 prisoners. Just south of Metelen, Australian troops have advanced slightly and captured 80 Germans. On the other battlefronts there is little activity. British aviators have bombed German manufacturing cities in the Rhine district.

to master a situation so full of evil possibilities. Dr. Hollis tells what has been done in Worcester, where a committee has looked after the consumption of coal in various plants. In January the plants burned 850,000 tons of coal; in February, through the application of conservation rules, they burned 750,000 tons, and in March 650,000 tons. And in March, just as much material was manufactured as in January, with the coal consumption almost cut in two. Here is an object lesson which manufacturers cannot afford to overlook, for it casts a blaze of light on former inefficiency.

Worcester made a good deal of use of wood last year, but that does not affect this study of the economical use of coal. Unless wood was largely burned in the establishments under survey. Dr. Hollis says that "the state should cut a million cords of wood right now, so that it may be partly dry when the cold weather comes." He also advises that whatever wood is cut should be hauled on motor trucks, as the railway administration will probably prohibit a little later the use of any cars for carrying wood. In any thought being taken in Springfield and vicinity toward seeing that there is such forerhand action in regard to wood? Not in any public way, so far as appears.

But Dr. Hollis would carry the problem of saving fuel into a definite policy that comprehends the human equation and pays heed to small things. It is the prevention of leaks that makes or breaks business enterprises. "In every mill a shop committee should be formed, made up of men picked from different departments, and these men should impress fuel saving upon all of the employees. Why, in the matter of machine friction in plants, there is enough of it to heat many plants. If one light, one only, were put off in every factory in this state, it would effect a saving of between 800 and 900 tons of coal." What are these recommendations but a harking back to the days of small things when men could not afford to be wasteful? Yet here is the key to the industrial salvation of this section and the nation, not only now, but less when the end of the war brings the world competition in business that we shall be forced to meet.—Springfield Republican.

SMALL LOSS ON SAN DIEGO

Navy Department Has Re-
ports of 1,187 Men
Landed

WHICH WAS NEARLY
SHIP'S COMPLEMENT

The Cruiser Was Old but of
Major Type of
Warship

Washington, D. C., July 20.—Navy department officials to-day awaited more detailed reports of the sinking yesterday of the United States armored cruiser San Diego off the Long Island coast, near the entrance to New York harbor. Two facts were to be established, the cause of the vessel's destruction and the number of men lost, if any. Reports received at an early hour to-day contained few details and in the meantime officials refused to venture an opinion as to the possibility of the vessel having been a victim of German submarines.

In many quarters there was a feeling that the cruiser was sunk by a drifting mine or by an internal explosion, despite reported statements of survivors that what appeared to be a periscope was sighted. On the other hand, many officials were inclined to think German submarines again have crossed the Atlantic and, becoming bolder, have been lying in wait off New York harbor for a richer prize than the freight and tank steamers sunk during the previous visit here in May and June.

Information received by the navy department early to-day that two steamships were en route to port with 1,186 survivors of the San Diego aboard, was taken to indicate the number of lives lost would be small, if any. The landing of 31 survivors previously had been reported, which would account for the safety of 1,187. The cruiser is not considered to have had more than that number of men aboard when she left the Portsmouth, N. H., navy yard for New York. It was reiterated to-day that the military loss in the sinking of the San Diego was small, the cruiser being one of a comparatively old type, having been built in 1898. However, the San Diego was the first major warship to be lost since the United States entered the war.

THINKS TORPEDO STRUCK SAN DIEGO

Chief of Staff of Cruiser Forces Makes
Report to the Navy Depart-
ment

Washington, D. C., July 20.—Belief that the cruiser San Diego was sunk by a torpedo is expressed in a despatch to-day from the chief of staff of cruiser forces to the navy department.

The despatch follows: "The captain of the San Diego reports that he is inclined to the belief that the ship was sunk by torpedo. There are no conclusive facts, however, on which to base a definite opinion at present, in view of the following circumstances:

- "1. That no torpedo wake was seen.
- "2. No convincing evidence that a periscope was seen.
- "3. No submarine appeared, in spite of the fact that three unarmed rescue ships were in the vicinity for about two hours.
- "4. Ship was struck on port side about beam, which discourages mine theory.
- "5. Weather was fine; smooth sea."

The department still is without information as to whether there was loss of life, though it is known that nearly all of the officers and men of the crew have been landed by rescue steamers.

There was no disorder on the cruiser, the captain said, every man taking his station as if in ordinary drill.

CHOLERA BREAKS OUT IN MOSCOW

There Are 224 Known Cases, 76 Suspect-
ed Cases and 26 Cases of Stom-
ach Diseases.

London, July 20.—Cholera has broken out in Moscow, according to a Russian wireless message received here to-day. Within the past 24 hours, the message says, there have been registered in Moscow 224 known cholera cases, 76 suspected cases and 26 cases of stomach diseases.

STOCKS WERE SLUGGISH

As Usual at the Opening of the Week-
End Session.

New York, July 20.—Stocks were extremely sluggish at the opening of the week-end session, in keeping with the usual conditions at this period of the year. Attendance of brokers on the floor of the exchange was very small, but interest in the war situation continued keen. Trading in the first half-hour was of the most trivial character. In the active groups the only issue to vary more than a fraction was Sumatra Tobacco, which gained ½ points. Liberty bonds were steady.

A Hot One.

Mrs. A.—That is a lovely gown, but haven't I seen it before?
Mrs. B.—No, I think not; I have only worn it at a very few smart affairs this season.—Boston Transcript.

The Cruiser Went Down Quickly Off Fire Island Light—Disappeared 15 Minutes After the First Explo- sion—The Cause Is Uncertain

A FEW SURVIVORS CLAIM VESSEL WAS TORPEDOED

New York, July 20.—Positive information as to the cause of the sinking of the United States armored cruiser San Diego off Fire Island yesterday before noon, as well as to the loss of life, if any, was lacking here early to-day.

Thirty-one sailors, who were landed at Point o' Woods on Long Island yesterday, said a torpedo had struck the warship amidships, following which two other explosions occurred. Other survivors, among 300 who arrived at this point on a tanker last night, were reported to have said that either a coast defense mine or an internal explosion caused the explosion. Other steamships, with survivors aboard, were expected to arrive at New York or other nearby ports during the day.

Some of the survivors who were landed at Point o' Woods were sure that a submarine had been seen, and one declared a shot had gone home and destroyed the undersea craft, but an officer and most of the other sailors were confident that no submarine had been seen.

BARRE RESTAURANT BROKE FOOD RULES

Ted Theriault of the Eureka Restaurant,
Pays Fine of \$10—Money
to Red Cross.

Ted Theriault, proprietor of the Eureka restaurant on North Main street, has to-day paid to the local Red Cross \$10, a fine imposed by the food administrator for the breaking of the food rules and regulations in his restaurant. Mr. Theriault is further ordered to display six days in front of his place of business a sign which says: "This restaurant has paid a fine for violation of the food regulations, but we agree to be governed by the rules and regulations strictly in the future."

SOME TRANSFERS MADE Among the Washington County Regis- trars.

The district board last night sent back to the Washington county local board some 75 questionnaires on which they have made final decisions. In the majority of these but few changes in status took place, but in the following the status was changed: Orville M. Benedict from 3J to 1E, Carlisle Southwick from 2C to 1E, William D. Philbin from 2C to 1E, Even J. Besette from 4C to 1E, Howard W. Norris from 3H to 1X, Roy N. Maynard from 3J to 1E, Hiram W. Walker from 3J to 1A.

The German Use of American Millions. Print paper is scarce and growing scarcer, but possibly the government has enough on hand—or if it has not it can satisfy some of that which various bureaus and departments are wasting daily—to use in printing for general circulation a list of the 20,000 individuals in this country who have subscribed to German bonds. It is said that the secret service men who have been fighting German activities here have obtained a list of that length during the past two years. Of course, these long lists were subscribed for before the United States had entered the war, and so the subscribers were well within their legal rights. Nevertheless, those who were sufficiently pro-German after the Belgian outrages and the sinking of the Lusitania to send money from this country to help the German cause, constitute a class well worth watching until the end of the war.

And the significant thing about it is that the money raised in this country by the sale of German bonds here, an amount estimated at nearly \$100,000,000, was not sent to Germany, but was largely used in this country, either in spreading German propaganda in one slimy form or another or in the secret warfare that Germany waged against the United States long before events forced the reluctant administration to declare war. It appears that it was American money that purchased the New York Evening Mail and other newspapers for German use. American money also paid and equipped the German agents who destroyed munitions plants and sunk ships carrying munitions, all with accompanying loss of American lives.

It is no doubt true that many of the American subscribers to German bonds, a large part of whom are said to be American citizens, had no knowledge that the money they advanced would be used in any such fashion. They probably supposed in most cases that it would go to Germany for use in Europe. The story of these bond sales and of the hostile use made of the funds in this country will be written in full some day and it will make one of the most amazing chapters in the story of the great war.—Boston Herald.

FEARS FOR HIS SAFETY.

Raymond Campbell Was on the Cruiser
San Diego.

St. Johnsbury, July 20.—Raymond Campbell, son of Mr. and Mrs. Gilbert M. Campbell of Lyndonville, was among those on the American armored cruiser San Diego, which was torpedoed off Fire Island yesterday. Mr. Campbell went last night to New York in response to a telegram. No word has been received yet as to whether Raymond Campbell was among those saved. He had been in the service about six months, having been assigned to this ship.

One-Half Pound Next Week.

Next week the sugar portion is one-half pound to a person on sugar cards in Barre. There is plenty of canning sugar for those who need it.